

# Home Builds Part 7

A small-bore Bultaco road burner, restored to a showroom shine

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When Bultaco enthusiast and restorer Alan Singer found this 1962 Metralla, it was a two-owner bike in rough condition but very complete. He purchased it sight-unseen from a Bultaco-specific web site and had it shipped across the country from California. It turned out to be a good foundation for a total overhaul.

Of the emails we receive (and love) from readers telling us about their projects, surprisingly few are about motorcycle restorations. Of those, even fewer are about Spanish motorcycle restorations and even fewer of those are about Bultaco restorations. In truth there's been just one: this beautiful, 1962 Bultaco Metralla 62 sent to us by its owner and restorer Alan Singer.

Alan describes himself as a retired IT guy in his 70s working in his garage. Technically, that's true. But check out his other restorations on his website [motoeuro.org](http://motoeuro.org) and you'll agree that Alan is serious about Bultacos — as well as other vintage motorcycles.

Bultaco is well known in the U.S. for its off-road, MX, and trials bikes, but the Metralla was a lightweight, agile, affordable 200-cc sport tourer offered from 1962-'66. (In '67, displacement was upped to 250 cc.) Its two-stroke single-cylinder engine made about 20 hp at 7,000 rpm but, in a 218-pound package, that was good for an 8-second 0-to-60 mph dash

and a ¼-mile E.T. of 16.4 seconds at 78 mph. It was a compact bike with a 52-inch wheelbase and a saddle height of just 29.5 inches. *Cycle World* described the riding position as “a little crouchy” when they tested a Metralla in '64, but said that it felt right when negotiating twisty mountain roads. *CW* went on to describe the Metralla's handling as outstanding: “The steering is quick and sensitive, although not excessively so, and you can lean the bike until the foot pegs drag without it getting all quivery.”

It must've been that promise of pure, simple performance that attracted a U.S. airman stationed near Seville, Spain, to this Metralla when he bought it in '64. He had the bike shipped home to California, rode it for a couple of years, then parked it sometime after 1969. The bike sat until 1995 when the original owner sold it; the second owner got it running, then stored the Metralla until 2016 when he advertised it for sale on a [bultacoclassic.com](http://bultacoclassic.com). That's where Alan spotted it.

“I bought it sight-unseen and had it

shipped cross country to Florida,” Alan says. “It took a year to turn what the shipper called ‘a rust bucket’ into a concours class-winner. Given the condition and rarity of the bike it made for a very challenging restoration.”

Alan tore the bike down and sent the two-stroke engine out for rebuilding. It required very little machine work, however — the cylinder was honed and a new set of rings was installed. Alan painted the chassis and spent hours polishing out all of the bike's corroded aluminum bits. The tank and body work were sent out to a professional painter for refinishing and to a pinstriper, who carefully recreated the factory stripes. New wheels and tires, mirror-like plating on the exhaust, and a saddle recovered in the original-style upholstery helped make the bike present like showroom-fresh.

Alan finished the project in a year and has been showing the Metralla since, scoring well-earned awards in the process. Not bad for a retired IT guy in his 70s working in his garage. 🏆



The teardown began shortly after the bike arrived. The Bultaco's 200-cc two-stroke wasn't running at the time, but the odometer showed just over 5,000 kilometers (about 3,100 miles), so chances were good that it wasn't totally worn out.



Here, with the engine out of the chassis, and the tank, side cover, and rear fender removed, the simplicity of the Metralla's frame is even more evident. Basic stuff: steel tubing, with sheetmetal gussets welded in, but still a strong and rigid foundation.



The Metralla's 3.4 gallon tank and body panels are pictured here fresh from the paint shop and the pinstripes are looking as good as new. Fortunately, the parts were in reasonably good shape to begin with so a lot of body work wasn't needed.



The Bul is starting to take shape with the rebuilt engine back in the refinished frame, the reconditioned forks and shocks in place, and the fenders, as well as the chain guard, bolted on. New wheels were laced up and shod with fresh rubber.



Just one year after the project began in 2016, Alan rolled the Metralla out into the driveway for its closeup complete with its Spanish license numbers. That reupholstered saddle looks pretty inviting to us.